

CITY OF  
**FORT LAUDERDALE**

**AVIATION ADVISORY BOARD**  
**Fort Lauderdale Executive Airport**  
**Administrative Office - Multipurpose Room**  
**6000 NW 21 Avenue**  
**Fort Lauderdale, FL**  
**Thursday, February 28, 2008, 1:30 p.m.**

Board Members	Attendance	Cumulative Attendance 7/07 through 6/08	
		Present	Absent
Bunney Brenneman, Chair	P	6	0
Joseph Scerbo, Vice Chair	A	4	2
Lee Alexander	P	5	0
Lloyd Evanson	A	3	3
Richard McDonald	A	4	2
Deborah VanValkenburgh	P	5	1
Sharon Woods	P	5	1

Airport/City Staff

Clara Bennett, Airport Manager  
Mark Cervasio, Assistant Airport Manager  
Leslie Carhart, Administrative Assistant  
Rufus A. James, Airport Operations Supervisor  
Fernando Blanco, Airport Engineer  
Sharon Dreesen, Administrative Aide  
Cate McCaffrey, Director of Business Enterprises  
Victoria Minard, Assistant City Attorney  
Stephanie Horchreder, Airport Programs Aide  
Jonathan Gehrke, Airport Operations Aide  
Matt Bocchino, Airport Operations Aide  
Jason Robinson, Airport Operations Aide  
Jamie Opperee, Recording Secretary

Visitors

Joan Kuntz, Sheltair  
Ran Meriam, Air Force Association  
Virginia Montalvo, Air Force Association  
Harvey Bennett, Air Force Association  
Don Campion, Banyan Air Services  
Clarence Jackson, Congressman Alcee Hastings' staff  
Dave Bardt, Kimely-Horn and Associates  
Cindy Frank, Denholtz Associates

**FORT LAUDERDALE EXECUTIVE AIRPORT**  
6000 N.W. 21ST AVENUE, SUITE 200, FORT LAUDERDALE, FLORIDA 33309  
TELEPHONE (954) 828-4955, FAX (954) 938-4974  
[www.fortlauderdale.gov](http://www.fortlauderdale.gov)



## **Call to Order**

The meeting was called to order at 1:34 p.m. by Chair Brenneman.

### **1. Approve Minutes of January 2008 Meeting**

**Motion** made by Ms. VanValkenburgh, seconded by Ms. Woods, to approve the minutes of the Board's January 2008 meeting. In a voice vote, the motion passed unanimously.

### **2. Perimeter Road Resurfacing - Project 11133 - Change Order No. 1 Weekley Asphalt Paving**

Mr. Blanco reported that staff had identified the need for improvements to the perimeter roadways around the Airport, which have not been re-surfaced in over 15 years. Mr. Blanco stated that beyond addressing issues of function and aesthetics, the re-surfacing would extend the pavement's life and reduce or eliminate the need for more costly future re-construction in areas where more serious deterioration or failure might occur.

Mr. Blanco informed the Board that the City maintained a program for the regular refurbishment of roadways under their jurisdiction via an asphalt paving services contract. Individual projects were awarded by a change order to the contract. Mr. Blanco said the Airport could take advantage of this contract to expedite and cost effectively accomplish the perimeter road project.

Mr. Blanco reported staff had requested Change Order No. 1 with Weekley Asphalt Paving, Inc. in the amount of \$257,118.35 and explained that this Change Order would provide for the re-surfacing and striping of approximately 15,600 linear feet of the Airport's perimeter road system and for re-surfacing of the Customs ramp.

Mr. Blanco explained that funds for the Change Order were available from a grant from the Florida Department of Transportation (FDOT) for reimbursement of approximately 80% of eligible construction costs in the amount of \$198,669.52 and from the Airport's previously approved CIP for \$58,448.83.

### **Staff Recommendation:**

The staff recommends approval of the Change Order No. 1 with Weekley Asphalt Paving, Inc. for construction costs related to the resurfacing of portions of the Airport's Perimeter Road system in the amount of \$257,118.35, and that Change Order No. 1 be recommended to the City Commission.

Ms. Van Valkenburgh asked if there might be Federal funds available for the customs ramp portion of the project. Mr. Blanco and Mr. Cervasio explained that

FXE maintained the building, ramp area and parking for the Customs facility and that the Department of Homeland Security only supplied the inspectors and the Customs service.

Chair Brenneman had noted that at City Commission meetings some members looked askance at change orders. Ms. Bennett explained that the contract was structured to accommodate new projects through change orders.

**Motion** made by Ms Woods, seconded by Ms. VanValkenburgh, to approve the staff recommendation. In a voice vote, Board unanimously approved.

### **Update Items**

#### **A. Presentation - Runway Safety Improvements**

Ms. Carhart gave a PowerPoint presentation describing Runway Safety Improvements, a copy of which is attached to these minutes for the public record.

Ms. Carhart reported next month there would be an Action Team meeting at FXE. They would tour the facility, review the improvements already implemented and look at other options that might be considered. The Team would also meet with tenants, FAA and ATC representatives and report back to FXE staff.

Ms. Bennett noted there were some things over which they had limited control. People did make mistake, but FXE had been fortunate in that the severity of infractions had been very limited and in the majority of cases, there had been no potential for any mishap, they had been technical violations only.

Ms. Bennett said they had already contacted the Aircraft Owners and Pilots Association [AOPA], whose Safety Foundation had visited twice at FXE's request to address safety issues. A significant briefing on runway safety had also been posted on AOPA's web page at FXE's request.

### **Walk – on Item: F-86 Aircraft**

Mr. Harvey Bennett, former Aviation Advisory Board member, stated he was President of the Air Force Association Chapter 351, which provided support and lobbying efforts on behalf of the Air Force.

Mr. Bennett explained that the F-86 had been damaged in hurricanes and pushed from its pilon. The plane is now at FXE, missing its wings. Mr. Bennett requested the Board's moral support for getting the plane "back on track," and said the Mayor supported their efforts to get the plane mounted again. Mr. Bennett stated their options for a location were the viewing area at FXE or back at Holiday Park. Mr. Bennett said they lacked funding to accomplish their goal.

Mr. Ran Meriam, Air Force Association Chapter 351, explained this was a unique jet. He said it had come to the City in 1970 and was displayed on the pilon in Holiday Park in 1974. In 1999, AFA Chapter 351 had the plane taken down and sent to Homestead Air Reserve Base for refurbishment. In November 2004, the plane was remounted at Holiday Park and was subsequently knocked down by Hurricane Wilma in 2005.

Mr. Meriam remarked on what a rare jet this was, and said he would love to have it on display again. Mr. Meriam explained the jet was still in the Air force inventory, and therefore had requirements for maintenance and insurance.

If the F-86 could not be repaired, Mr. Meriam's group had considered bringing another plane from Arizona, either a Phantom or a D-33, but they would prefer to keep the F-86. He said they had met with representatives from the City, and FXE staff had expressed great enthusiasm, but no real progress had been made so far.

Mr. Meriam presented a rendering of the jet on a new mounting, including a circular pad and a "ring of honor," a low wall surrounding the pad constructed of imprinted bricks. Mr. Meriam said his group could provide free materials for the mounting, and the fees from the imprinted bricks could help defray the costs of maintenance.

Mr. Meriam felt that FXE was the ideal site for the plane, but did not know how City representatives would feel about not siting it back on Nininger Drive in Holiday Park.

Mr. Meriam stated this was an Air Force jet and the Air Force wanted it maintained as an Air Force asset. The paint must remain camouflage and the jet must say "Air Force."

Mr. Meriam had heard that FEMA had committed \$37,000 to repair the jet and \$55,000 for the pedestal, but this was some time ago and he was not sure this was still on the table.

Mr. Bennett said they already had a commitment for donation of all of the bricks and many of the aesthetics. He hoped they could have the pilon donated as well. He said their objective was to get the plane on display again. He asked for the Board's moral support to get this accomplished.

Dr. Alexander believed this was a war memorial item and it belonged in Holiday Park. Mr. Meriam informed the Board that one of their Chapter members, Colonel Bob Rawls, who had helped facilitate the acquisition of the jet, had been a roommate of Sandy Nininger at West Point in 1941. Sandy Nininger was the first Medal of Honor winner from Fort Lauderdale in World War II. Mr. Meriam said this had been a very poignant point at the plane's dedication when it was re-installed on Nininger Drive.

Mr. Bennett said at Holiday Park, they wanted a multi-military aircraft. He said they could acquire a multi-use aircraft from Arizona for that purpose, but this was a dedicated Air Force aircraft. He felt they could have two aircraft in the City: this one at FXE and a multi-military aircraft at Holiday Park. Dr. Alexander felt a Phantom would be more appropriate at FXE since it had been a Naval training base.

Chair Brenneman asked Mr. Merian what he wanted the Board to do. He said he wanted the Board to consider locating the plane at FXE, and committing the funds to repair it and build the pedestal. Mr. Bennett said they were seeking moral support, and some guidance on how to direct their efforts. Then they could go to the City Manager to put the project together.

Chair Brenneman asked if staff had an official recommendation. Ms. Bennett said they did not; they wished to narrow down costs prior to making a recommendation to the City Manager. Mr. Merian said the FEMA estimate was probably low; the Air Force Association had estimates to repair the plane ranging from \$68,000 to \$112,000.

Ms. Bennett agreed with Chair Brenneman that the Air Force Association was seeking an expression of support from the Board for going forward. Ms. Van Valkenburgh said we had a debt of honor to the Air Force and it was a point of honor to support this appeal for assistance, but the Board should wait for a staff recommendation.

**Motion** made by Ms. VanValkenburgh, seconded by Ms. Woods, to await staff recommendation and funding specifics on this item. In a voice vote, Board unanimously approved.

## **B. Noise Compatibility Program**

### **UPDATE- Scoping Element of Environmental Assessment for Runway 8, I-95 Turn Departure**

Ms. Horchreder informed the Board that on Thursday, January 24, the City of Fort Lauderdale and the consultant team from Harris Miller Miller & Hanson Inc. had held a public scoping workshop to provide citizens with the opportunity to learn about the scope of the Environmental Assessment (EA) and to provide their comments. A detailed letter explaining the EA and the scope of the project was sent to the presidents of homeowners associations in early January and an electronic copy of the letter was also posted on the City website.

Ms. Horchreder reported that the original deadline for comments from the public regarding the scope of the EA had been extended from February 15, 2008 to March 17, 2008, because the City and consultant team had received requests from citizens for an extension. In addition to an electronic copy of the letter being

provided on the City website, an online form had been added to enable citizens to submit their comments.

### **Nighttime and I-95 Turn**

Ms. Horchreder reported that for January 2008, there were no noise events over 80 dB between 11:00 p.m. and 7:00 a.m., and between 10:00 p.m. and 7:00 a.m., forty one (41) jets had flown the I-95 Turn and five (5) of those were stage-two aircraft.

### **Noise Abatement Program Statistics**

The noise program statistics for January 2008 were included in the Board's packet.

Ms. Horchreder referred to Ms. Van Valkenburgh's question from the previous month regarding a noise monitor, and explained that after the monitors were upgraded, they had not been synchronized properly, so noise monitor reports could not be matched up with flights. This problem had been corrected.

Chair Brenneman commended staff on their efforts regarding the extension. She reported she and Commissioner Teel had attended the Landings annual residential association meeting, where they had unanimously voted in favor of option #3.

Chair Brenneman remarked that staff was performing an excellent job educating the public, but noted that the message was not reaching the eastern communities. She felt there was a general confusion that if the study were not done, the airport would not expand. She suggested another Public Information Office [PIO] notice for civic association packets. Ms. Bennett said she would speak with the PIO regarding an email campaign.

## **C. Development and Construction**

### **Airport Projects in Development**

#### **FXE Airport Perimeter Road Extension Project # 10963**

Mr. James informed the Board that the project was in its final stages. The contractor had applied the first lift of asphalt and has also completed the guardrail, curbing, and the rip-rap rock along the drainage slope. Mr. James stated the final installation of the fence and gates, signs, sod and the second lift of asphalt would be finished within the next week and road stripping would take place in approximately 30 days.

Operations statistics were provided with the Board's packet.

**C. Arrearages**

There were no arrearages to report.

**D. FLL Update**

No items to report at this time.

**Other items**

Dr. Alexander asked staff to investigate whether the City's insurance could be used to cover costs to repair the F-86. Ms. Bennett was not sure, and agreed to look into this.

Ms. VanValkenburgh wondered if the personnel in Homestead might be asked to repair the plane as they had done years ago. Mr. Cervasio remembered that after Hurricane Wilma knocked the plane down, the Air Force was not interested in being responsible for it. He added that FXE could probably commit some funding if the plane were displayed at the airport, but not if it were located elsewhere.

Ms. Horschreder announced she would be would be leaving her position at FXE to return to Colorado.

There being no further business before the Board, the meeting adjourned at 3:06 p.m.

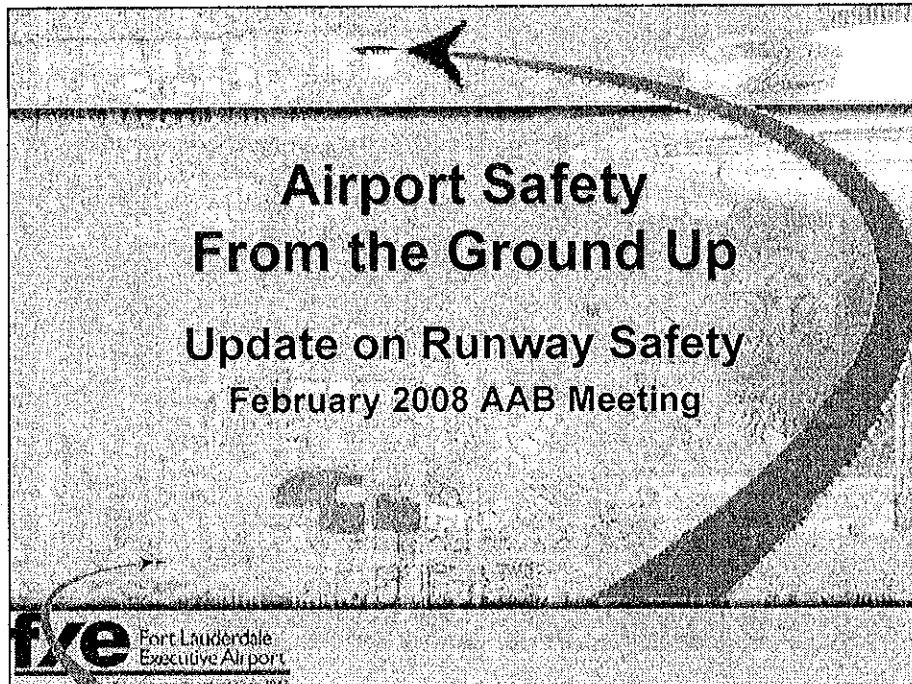
➤ Next scheduled meeting date: Thursday – March 27, 2007 – 1:30 PM



Bunney Brenneman, Chair

**PLEASE NOTE:**

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.



## Introduction

### Purpose:

- Overview of Runway Safety in terms of Issues & Improvement Initiatives
- Orientation for Upcoming FAA Runway Safety Action Team Meeting

### Highlights:

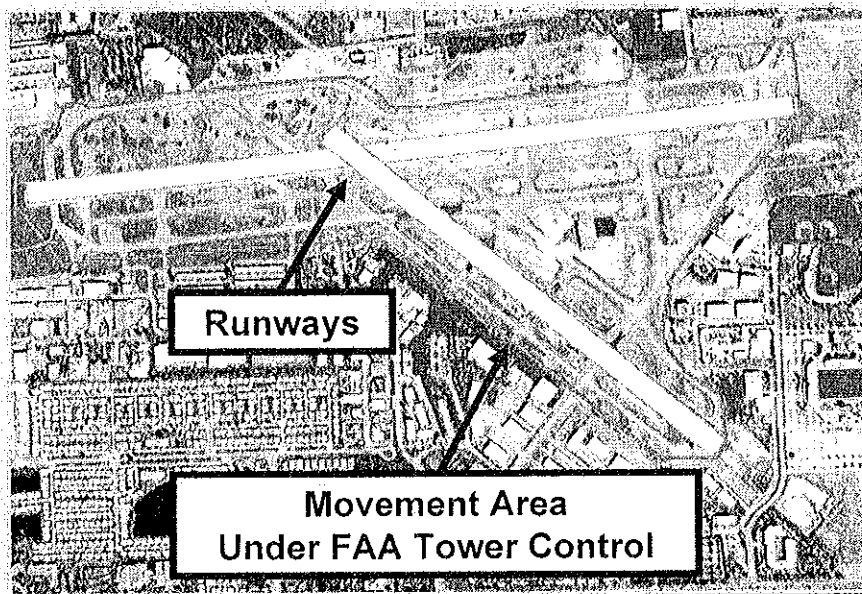
- Terms and Concepts
- Statistics and Trends
- Evolving Issues & Fixes
- The FAA Action Team



## Background:

- **General**
  - Public Facility
  - FAR – Federal Aviation Regulations
  - FAA Tower Control & Discretion
  - Context of Broader Safety & Security
- **Environment**
  - Movement Area
  - Runways & Taxiways
- **Specific Priorities**
  - Surface Incidents – Airfield Movement Area
  - Incursions – Runways & Taxiways

### Environment: Airfield Map



## Safety: Incidents vs. Incursions

### Surface Incident

Any event, including runway incursions, other than an accident, where unauthorized or unapproved movement occurs within the airport surface movement area or an occurrence in the airport surface area associated with the operation of an aircraft that affects or could affect the safety of flight.

### Runway Incursion

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.

10/01/07 Revision: FAA defines incursions as any incorrect presence of an aircraft, vehicle or person on a runway, regardless of the presence of an aircraft intending to land or take off.

Source: FAA Definitions per Regional Runway Safety Team

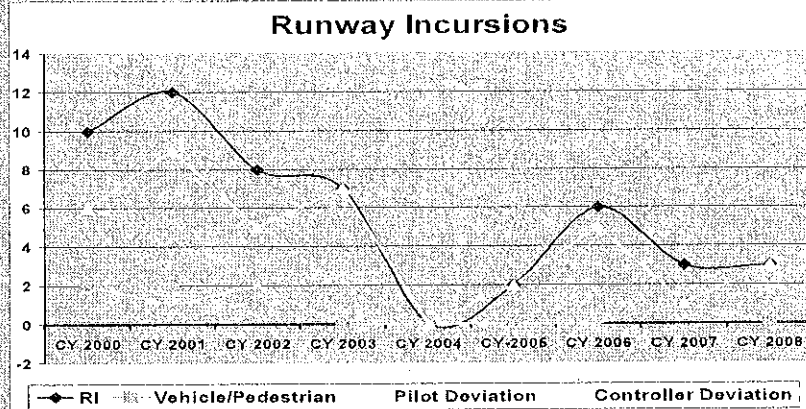
## Categories of Runway Incursions

### Types and Degree of Severity

- ☐ **Operational Error (OE)** - A failure of the air traffic control system that results in loss of separation.
- ☐ **Pilot Deviation (PD)** - The action of a pilot that results in violation of the Federal Aviation regulations (FAR).
- ☐ **Vehicle/Pedestrian Deviation (VPD)** - Any entry or movement on the movement area by a vehicle or pedestrian that has not been authorized by air traffic control. This runway incursion type includes mechanics taxiing aircraft for maintenance or gate re-positioning.

Continuum of Risk Potential			
Least			Worse
Category D	Category C	Category B	Category A
Little or no chance of collision but meets the definition of a runway incursion	Separation decreases but there is ample time and distance to avoid a potential collision	Separation decreases and there is a significant potential for collision	Separation decreases and participants take extreme action to narrowly avoid a collision, or the event results in a collision

## Historical Data



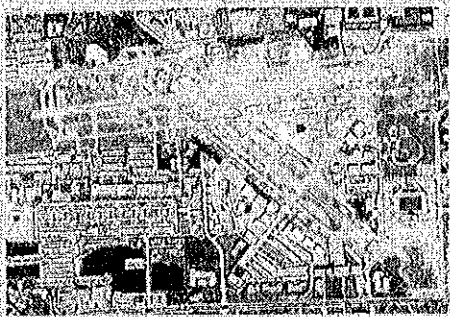
Pilots	38	75%
Vehicles & Pedestrians	7	14%
Controller	6	12%

NOTE: 51 Incursions In 8+ Years: No "A" & only two "B" Category Incursions

## Some of the Contributing Factors

- ☐ **Human Factors** – People Make Mistakes!
- ☐ **Pilot Diversity** – Range of Training & Experience Levels
- ☐ **Transient Pilot Population** – High Levels of Non-Local
- ☐ **High Volume of Surface Movements** – Intensity of Development & Uses
- ☐ **Traffic Volume** – 200,000 Operations Per Year
- ☐ **Relative Complexity of Airfield Geometry**
- ☐ **Controller Perception/Discretion** - Monitoring & Reporting

## Example: Relatively Complex Airfield Geometry

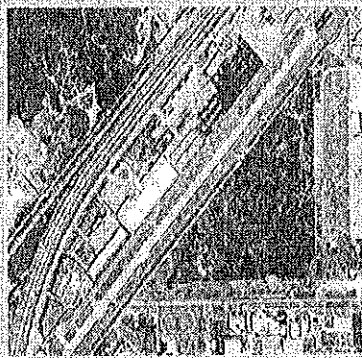


### FXE Airfield Layout Complexity as a Factor:

- 2 Runways
- 5 Full Length Parallels
- Multiple Connecting Taxiways

### Boca Airfield Layout:

- Single Runway
- Single Taxiway
- No Runway Crossings



## Addressing the Issues

### PROGRAMS

Training, Promotion,  
Operations & Enforcement

- Distributed Materials to Improve Wayfinding on Airfield & Roadways – Maps, Decals, Notices & Reminders
- AOA Driver Training
- AOA Construction Workshops
- AOA Award/Incentives Program
- Ramp Permit Program
- Pilot Safety Workshops & Briefings
- Safety Orientation for On-Site Agencies
- Warning Ticket Initiative
- Added Police Detail
- Added A Full-Time Security Guard
- Added Full-time Electrician for Gate Maintenance & Repair
- Perimeter Security & Access Studies

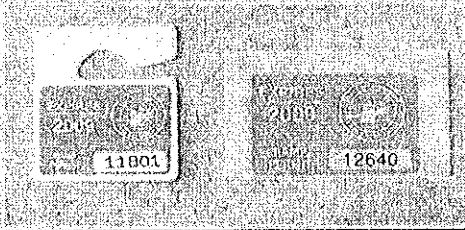
- PHYSICAL IMPROVEMENTS
- Target Hardening, Situational Awareness and Legibility

- To Aid Pilots
- Airfield Signage
- Airfield Markings
- Runway Guard Lights

- For Vehicles & Pedestrians
- Roadway Signage
- Fences and Gates

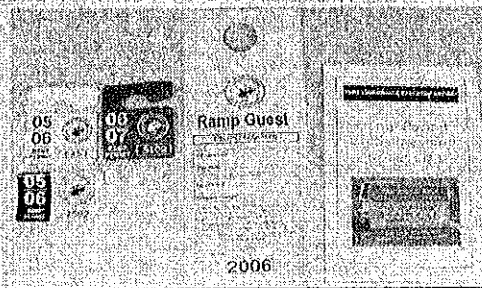
- Surface Incident Hot Spots
- Removal of Excess Pavement
- Fences and Gates
- Taxiway Guard Lights

**Programs:**  
**Ramp Permits & Ramp Driving Guidelines**



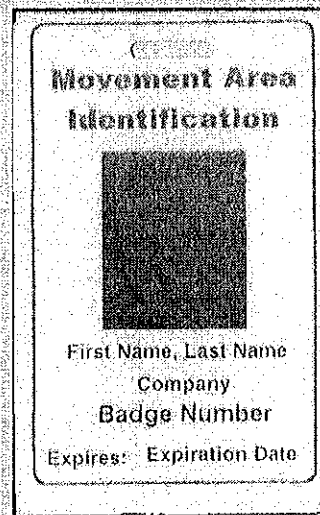
1. All Vehicles in Ramp Areas Must Display a Current Ramp Permit
2. Permits Issued at Time of Gate Card Application
3. Parking Tickets Issued for Ramp Permit Violations

4. Guest Permits Processed as Needed
5. Booklets Distributed to Detail Program Requirements
6. Signature Required to Acknowledge Receipt of Materials



**Programs:**  
**AOA Driver Training**

- **Established Training** to Promote Awareness and Adherence to Movement Area Requirements
- **Completion of Training & Passage of Written Test Required** for Issuance of AOA/Movement Area Badge
- **Unique Identifier** Assigned to Each Badge Holder – i.e. Name Specific & Badge ID Numbers Provided to Tower
- **Annual Recurrent Training** Required Monthly Training Sessions Provided to 1,250 Individuals, in 170 Sessions Since 1999



**Programs:**  
**Pilot Awareness Initiatives**

- Regular **Distribution of Notices and Flyers** to Emphasize Runway Safety
- Regular **Pilot Controller Forums**
- Runway Safety Content Added to and **Emphasized in Pilot Workshops**
- **Outreach** to Various Industry Groups/Meetings
- **Physical Improvements** Constructed to Increase Situational Awareness, Worked With FAA to ID "Hot Spots"

## **Physical Improvements**

**Summary Statement:**

Capital Improvements Totaling \$10 Million Have Been Constructed to Enhance Overall Airfield Safety Within an 8 Yr. Timeframe.

- **Roadway Signage**
- **Fences & Gates**
- **Airfield Signage**
- **Airfield Markings**



Runway Safety Improvements  
November 8, 2007

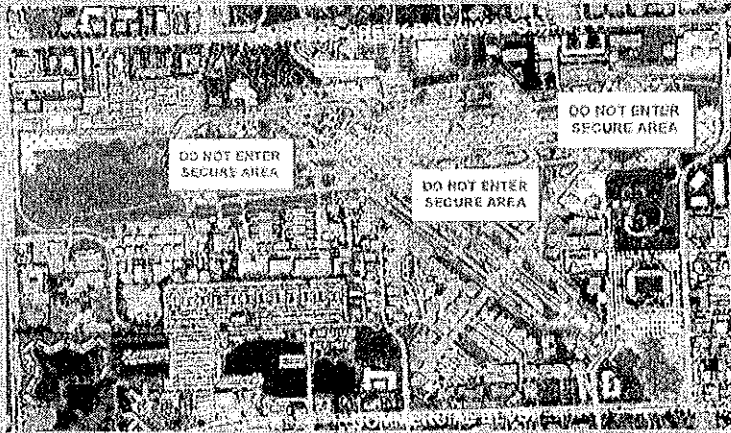


**Physical Improvement:**

**Issue: People Got Lost, Too Few Physical & Visual Cues**

**Fix: Street Addressing Program**

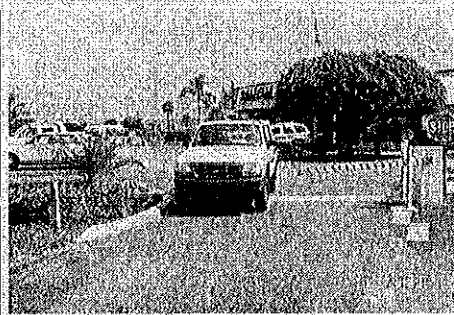
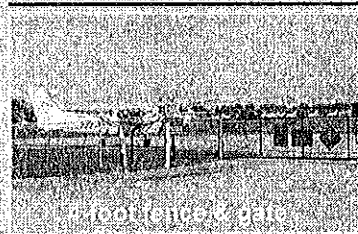
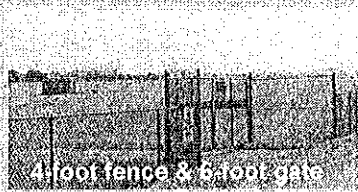
Implemented a Conventional Street Numbering & Hangar Addressing System To Improve Way Finding. Developed an Address Base Map. Broadly Distributed Updated Map



**Physical Improvement:**

**Issue: Inadequate & Non-Standard Security Barriers**

- No Standardized Fence & Gate Heights
- Phased/Protracted Implementation
- Entire Property Not Fully Enclosed

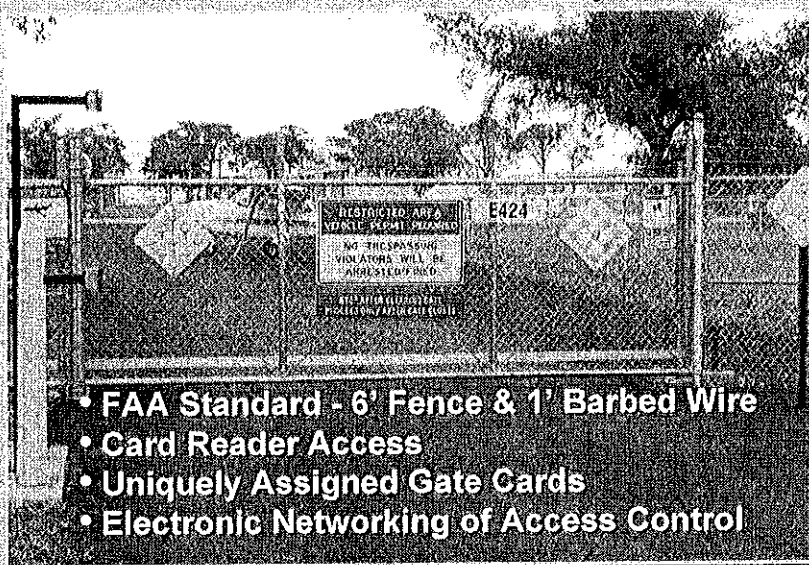


- Short/Low Fencing
- Easily Bypassed Key Pad Entry
- Inadequate signage

**Physical Improvement:**  
**Fix: Installed Approximately 5 Miles of Perimeter Fence**



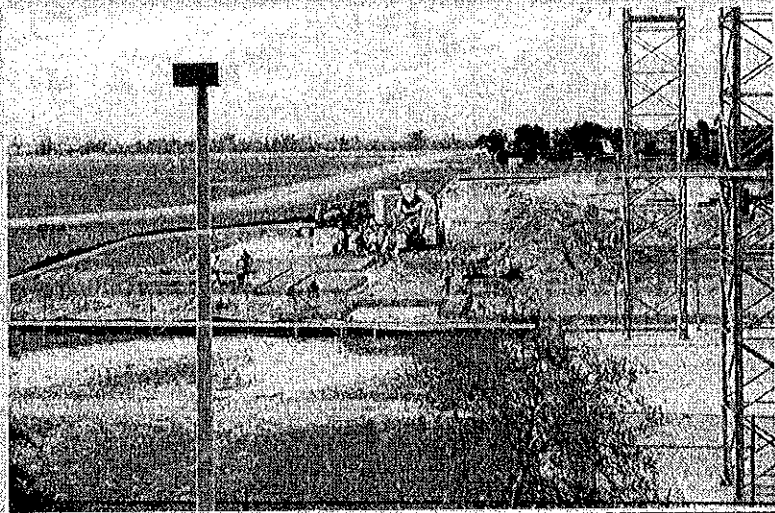
**Physical Improvement:**  
**Fix: Perimeter Fence & Gate System**



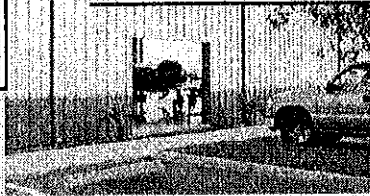
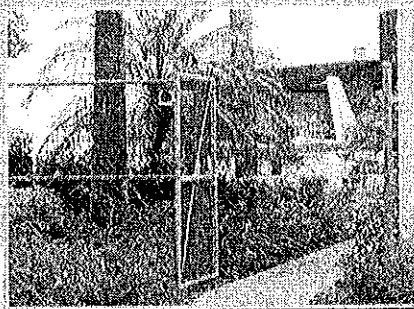
- FAA Standard - 6' Fence & 1' Barbed Wire
- Card Reader Access
- Uniquely Assigned Gate Cards
- Electronic Networking of Access Control



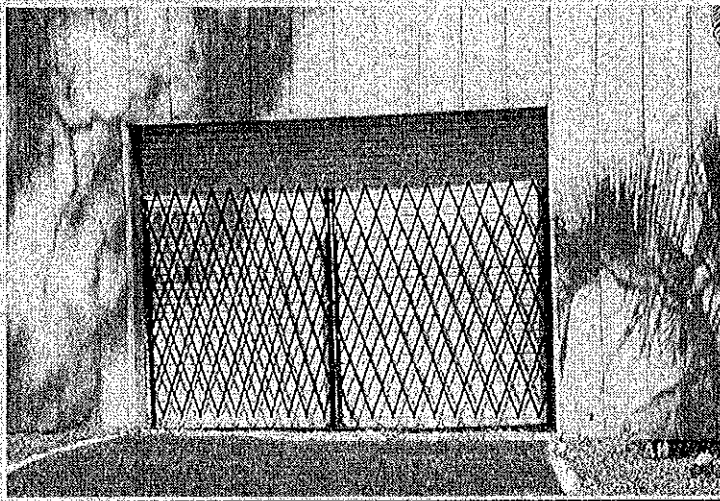
**Physical Improvement:**  
**Fix: All Construction Projects Adjacent to Airfield Are Secured With Temporary Fencing**



**Enforcement Challenges & Frustrations of GA Security**  
**Issue: Open Doors Open Gates**



**Physical Improvement:**  
**Fix: All Overhead Doors On Tenant Hangars**  
**Secured With Scissor Gates**



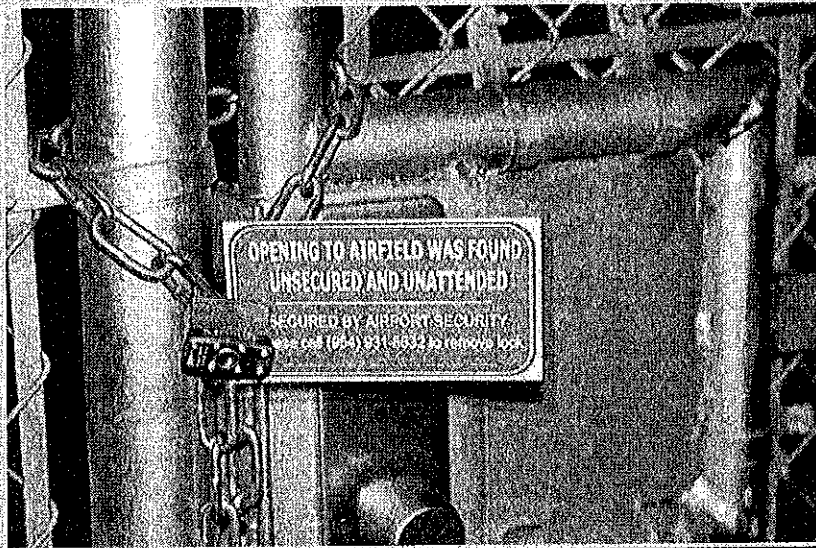
**Physical Improvement:**  
**Fix: New Pedestrian Gates**



- New Signs
- Pushbutton Access Control
- Automatic Closers
- Numbering System

### Enforcement:

Fix: Pedestrian Gates Found Open Are Closed & Locked

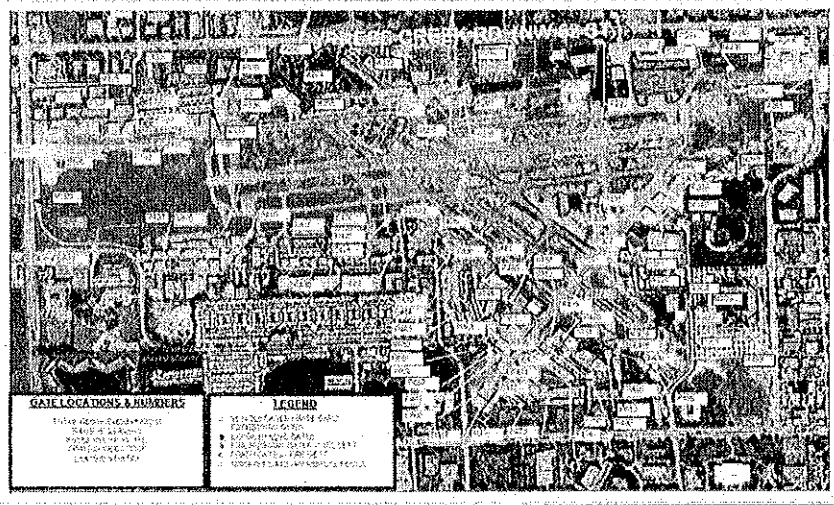


### Fence and Gate Signage

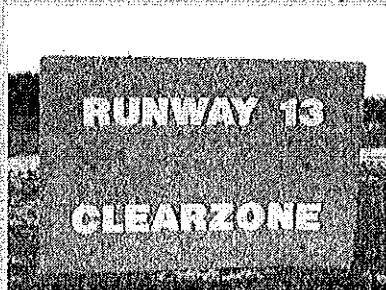
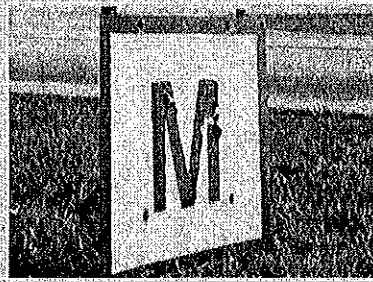
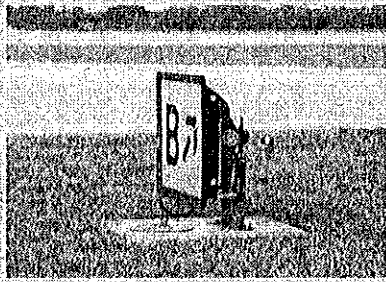


Fix: Standard  
Colors and  
Language

## Scope of Gate Issues: 30 Electric Gates ... Plus....



## Issue: Non- Standard Airfield Signage

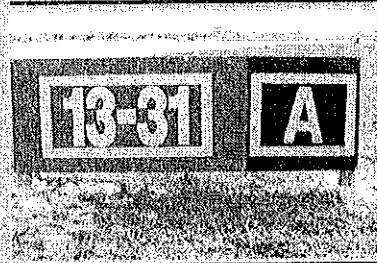
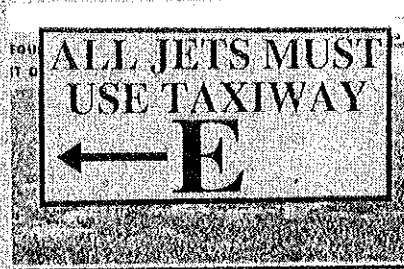
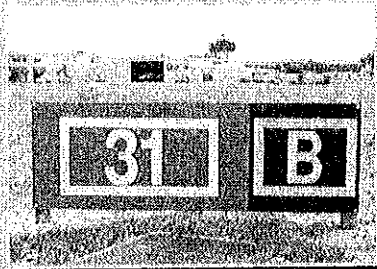


### PRE-2000

- Non-Standard
- Un-Lit
- Stake Mounted



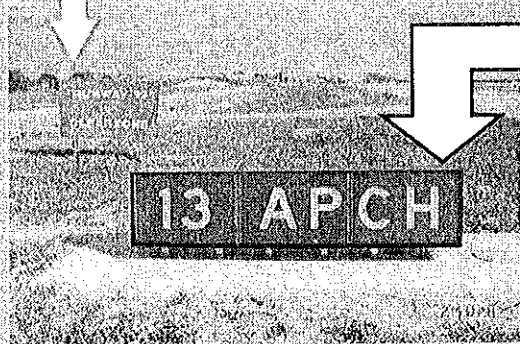
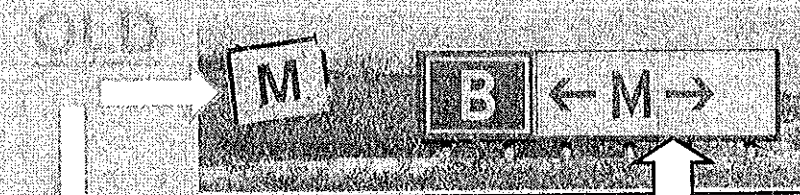
## Interim Fix: Airfield Signs



### Interim Improvement

- Consistent Design
- Un-Lit
- Stake Mounted

## Comparison



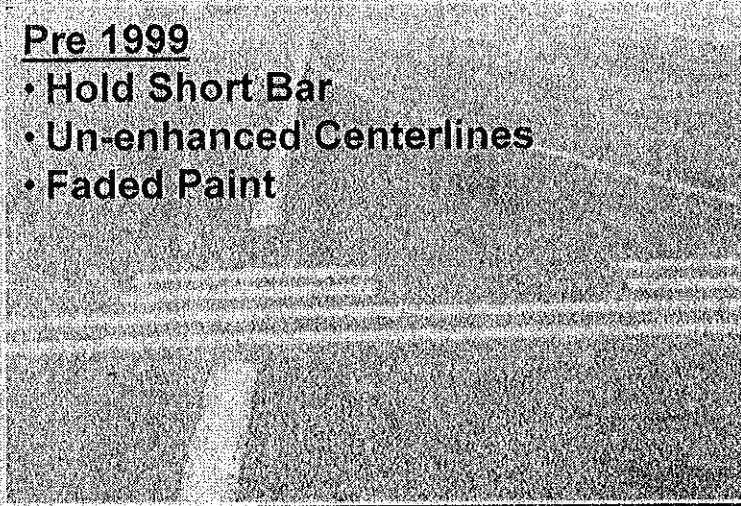
### NEW

Ultimately 238 New Signs Were Installed, Replacing All Non-Standard Signs and Improving Previously Un-Signed Intersections

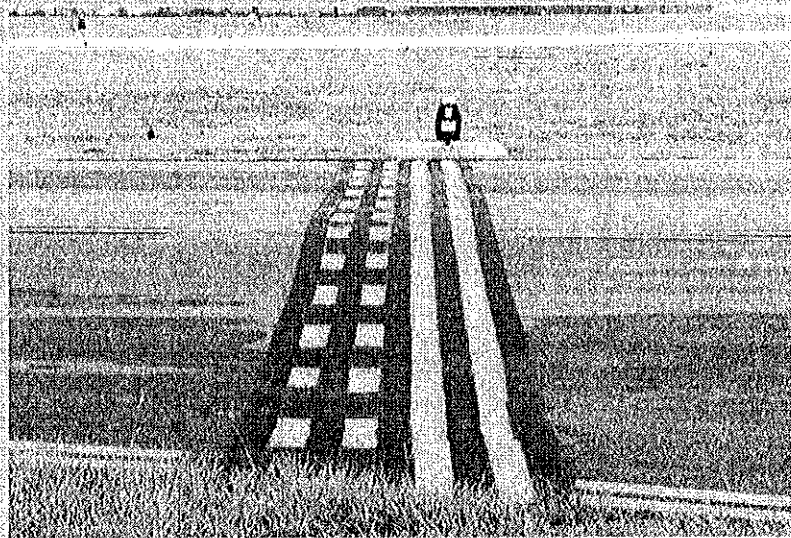
## Issue: Surface Markings Were Not Clearly Visible

### Pre 1999

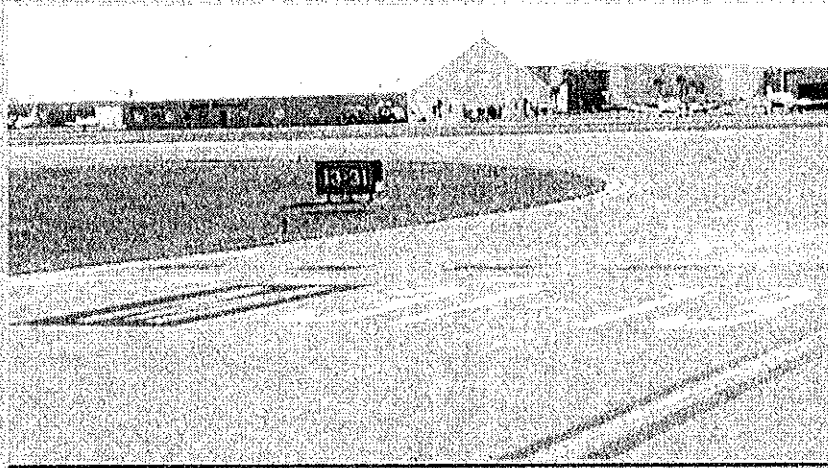
- Hold Short Bar
- Un-enhanced Centerlines
- Faded Paint



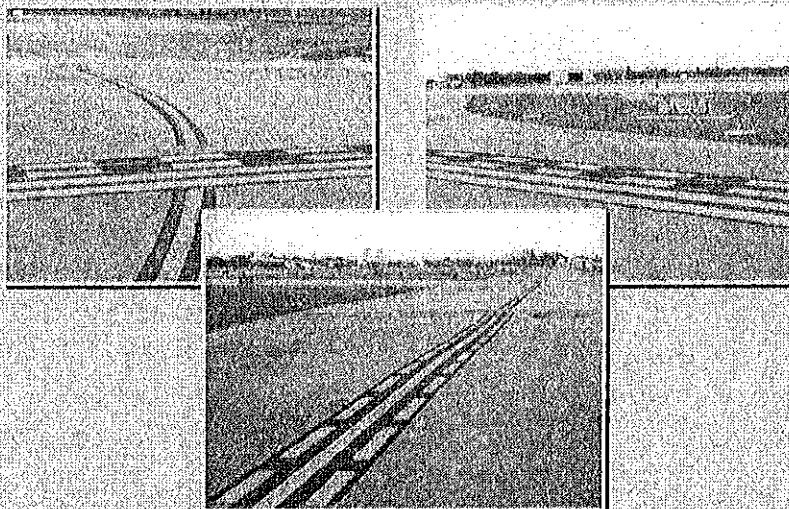
## Intermediate Fix: Outlined Markings in Black to Increase Visibility



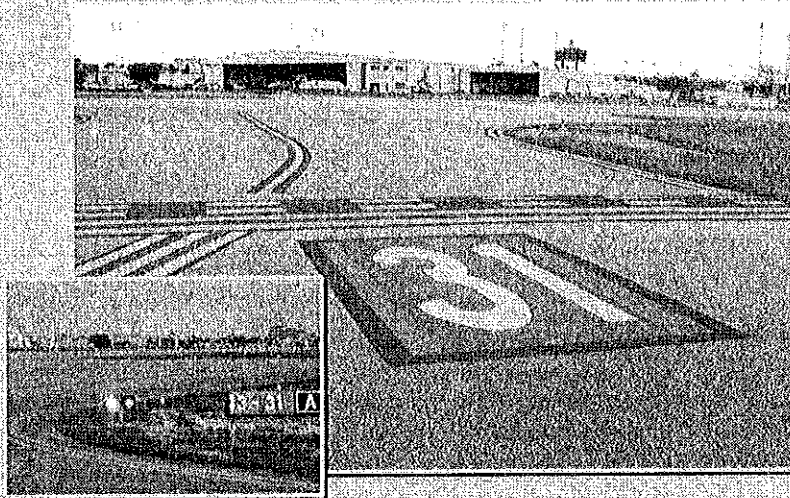
**Issue: Signs and Markings Did Not Line Up Further Adding to Pilot Confusion**



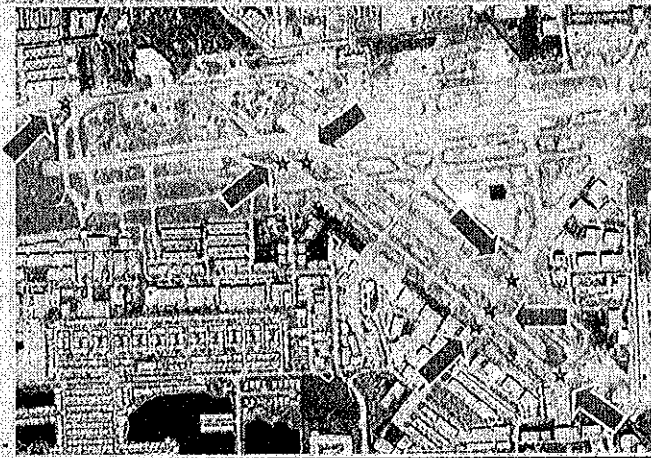
**Fix: Upgrade to Latest FAA Standards Doubled the Width of Hold Markings**



## Fix: Runway Guard Light, Standard Signage & Enhanced Markings



## Physical Improvements: "Hot Spots" Areas with High Levels of Issues-Incidents

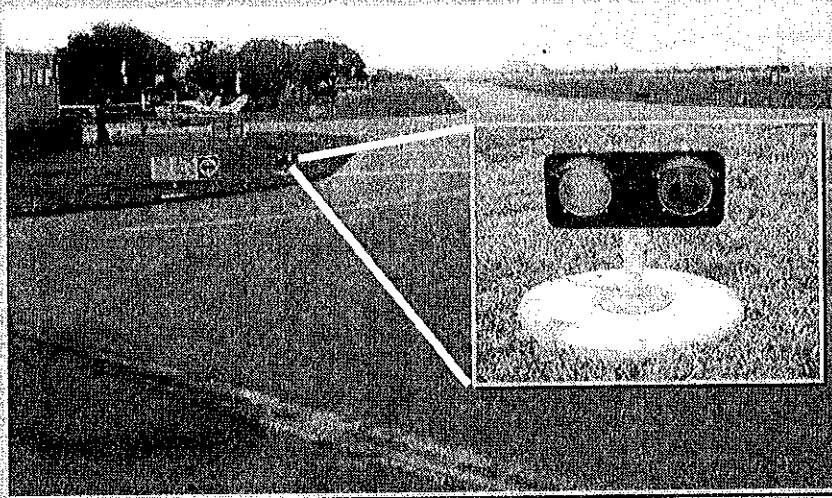


**fxe** Fort Lauderdale  
Executive Airport

Runway Safety Improvements  
November 8, 2007



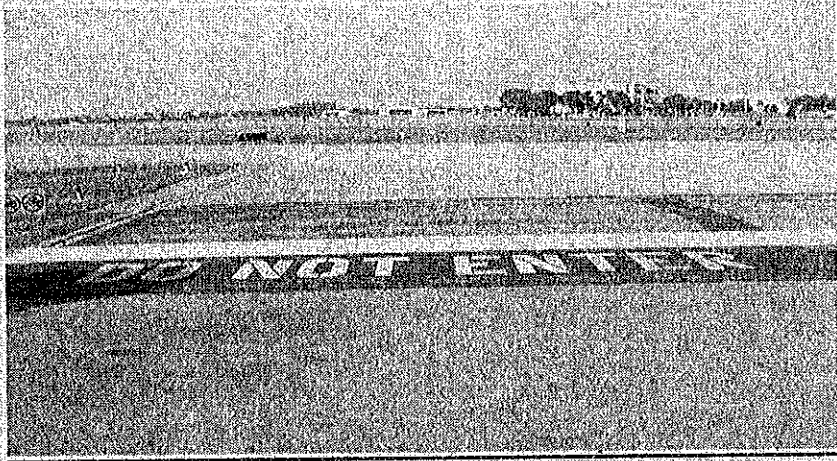
**Immediate Fix:  
F1 Surface Incident Hot Spot**



**Fix : F1 Hot Spot**

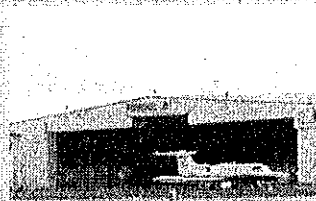


## Fix: B5 Surface Incident Hot Spot



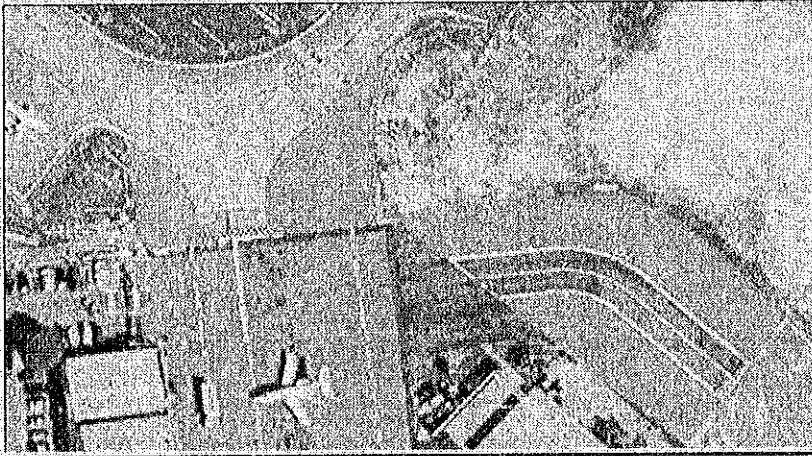
## Fix: B5

- Red and White Signs
- Checkerboard Markings
- Do Not Enter Signs
- Red Flashing Lights



### **...Further Improvements to B5 Area**

**Modified Lease Boundaries to Allow Narrowed Entrance to Match Standard Taxiway Width and Provide Better Situational Awareness for Taxiing Pilots**

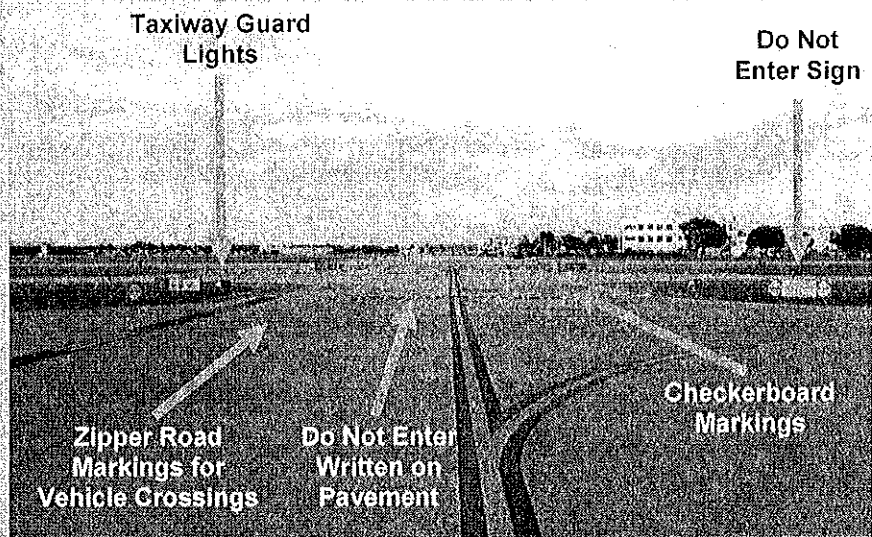


### **Fix: Charlie Hot Spot - Improved Roadway Markings**



**Zipper Road Organized Vehicle Traffic  
on Busy Taxilane Charlie  
(Uncontrolled Ramp Area)**

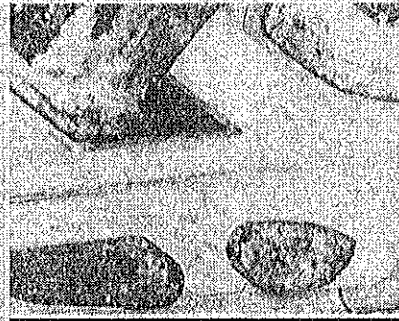
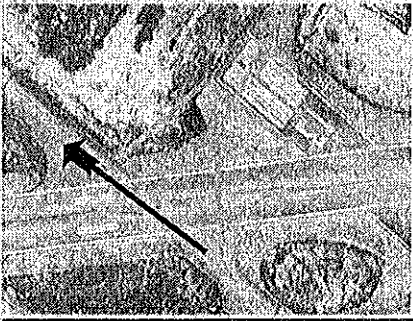
## Fix: Charlie Hot Spot



## Issue: Surface Incident Hot Spot

### Right Way vs *Wrong Way*

Extra Pavement Gave the Appearance of A Continuing Path to the Right Which Created the Risk of Aircraft Crossing Two Runways versus the One for Which They Had Clearance..



**Fix: Pavement Removed, Standard Shoulder Width Established, Markings Improved**

## Next Step

### FAA Runway Action Team

- March 19 & 20
- FAA ATC, Flight Standards, Airway Facilities, District Office Reps
- Tenants & Users
- Field Inspection, Staff Briefing, Report

**f/e** Fort Lauderdale  
Executive Airport  
Since 1969, the airport has been a PMF

Runway Safety Improvements  
February 2008